CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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1. During 1952 the deck on the air-defense bridge was reinforced on destroyers of the S class (STROGIY, STROYNYY, STRASHNYY, SVIREPYY). This bridge was astern of the forward smokestack. The 4-millimeter double-plate under the guns was changed to a 7-millimeter-thick plate. On the underside of the deck, that is, on the galley overhead, three transverse T-beams were welded in place. The ends of the beams rested against reinforced splinter shields and plates (sic). The T-beams were strengthened with triangular pieces at 40-centimeter intervals.

2. On the same class of ship, shock-proof shelves were built, during 1952, in the 13-centimeter ammunition magazines. These shelves, with compartments for each individual shell, were of 5-millimeter steel plate; they were built in a magazine amidships under the bridge, and also in two outboard magazines astern. the depth of the compartments corresponded to the length of the shell. The sides and bottoms of the compartments were covered with felt. A bar stretched across the openings of every eight to ten compartments, and was fastened with a bayonet lock.

3. On the cruiser MAKSIM GORKIY, the deck of the bridge, forward on the starboard side, was repaired sometime during 1952. The weld between the deck and the bridge-shield had come apart. The damage was repaired with electric welding. The thickness of the deck plate was three or four millimeters. The bridge-shield was also of steel plate. No light-metal plate was used in superstructures. At the same time that this work was done, cable clamps were welded on the outside of the deckhouse. This work probably had some connection with installing cables for the radar installation.

4. The tubes were changed in the boilers in one of the firerooms on the MAKSIM GORKIY in 1947. The old tubes were cut away with a welding torch. The work was done in such a manner that the plates in the steam dome, as well as the water tank, were damaged by the flame, to a depth of 6 or 7 millimeters. At least one place in the steam dome and four places in the water tank were repaired by means of electric welding.

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5. During 1951 or 1952, a large destroyer collided with a quay as it entered Lepaya and caved in its bow. The ship was brought into dock, and the crumpled parts were cut away in triangular pieces with a cutting torch. Then the whole bow was pulled straight with a crane and new plates welded over the hole.

6. In 1952 sonar gear was installed on destroyers of the S class. The support-ring, which was set at about the same distance aft as the forward gun, was 10 millimeters thick, and about 450 millimeters high around the hole in the plating. On top, the ring was equipped with an 80 to 90 millimeter wide flange, whose surface was given a smooth finish. Rib and keelson were welded to the support-ring. The hole was about 1,000 millimeters long , and 500 to 600 millimeters wide. It was tear drop-shaped, with the blunt end forward. The dome was movable vertically, and could be lowered 250 to 300 millimeters below the keel line. The material in the dome was a shiny metal, probably stainless steel. There were no other holes, and therefore the installation did not appear to be connected with a sword (sic).

7. On several vessels, beds for generators and converters have been installed. To judge from the description, they must have been beds for radar converters, i.e., converters to power radar.

8. Minor repairs were done in a battery room which was 4 x 3 meters in size, amidships on the MAKSIM GORKIY and KIROV. In the spring of 1952, the cruiser KIROV was in Lepaya for one-and-a-half weeks to have some small machine damage repaired.

9. No war damage has been repaired at the Lepaya yard except that about 1940 the cruiser KIROV came into the shipyard in a damaged condition. An antiaircraft gun, on the starboard side, forward of the stern smokestack, had been blown away. No internal damage could be observed. When a new antiaircraft gun was installed, the stern smokestack was also changed.

10. Only one type of radar installation on the cruiser MAKSIM GORKIY could be named. [redacted] No notations or marks were observed on the radar installations seen. During the loading of the antiaircraft ammunition for the long-range guns, it was observed that the shells were marked with black and red colored rings. Shells of smaller caliber were fully painted but the color could not be given. Shields for the long-range antiaircraft guns on the cruiser are 15 to 18 millimeters thick. There was no equipment for firing rockets, in any case, not on the turrets or gun shields. 25X1

11. The following mine and antisubmarine gear was observed on board ships in Lepaya:

a. No modern antisubmarine weapons such as squids or hedgehogs have been observed. There were only mortars with the ordinary cradles for hurling depth charges, plus open racks for dropping depth charges, from the starboard and port sides at the stern of the ship. Each rack generally held four depth charges. Whether there were corresponding installations on cruisers could not be said. A supply of depth charges was secured around the smokestacks.

b. Certain ships, destroyers and the like, were equipped with degaussing cables which were on the ships' sides and were protected by a cover plate. Whether this was also true of the cruisers could not be said. There was no place in the shipyard or its vicinity for demagnetizing ships. For such work, the ships went elsewhere.

c. All the ships were equipped with parawanes. Certain smaller ships were also equipped with a boom at the bow.

12. On certain smaller ships, probably those of the MO class, a short mast has been installed far forward. This work has been done in recent years. This staff supports a teardrop-shaped object with its blunt end forward. The height is about 1,000 millimeters, measured from the plane of the deck. The teardrop-shaped object was painted a dark gray.

13. Some of the submarines which were stationed at Lepaya were equipped with schnorkels. According to the description, it appears that these schnorkels could be moved only up and down. No collapsible schnorkel tubes have been seen.

14. The following fire and damage control gear was observed on board ships in Lepaya:

a. The cruisers MAKSIM GORKIY and KIROV have a room, 2 x 3 meters in size, in which damage control material was kept: wedges, plugs, tools, and cutting torch equipment. It was located in the vicinity of a ladder to a machine room.

b. At the fire stations on ships there were only ordinary straight nozzles, and none for mist or foam. There were ordinary carbon dioxide extinguishers. At these stations were also ordinary 3" fabric hoses which were kept rolled up in boxes. The fire-control personnel had frequent practice drills in which speed was emphasized. However, neither gas masks nor asbestos suits were used.

c. Collision mats were still used and exercises with these took place frequently. It was noticed that, in several places, the watertight bulkheads were equipped with connections and shut-off valves on both sides. The fire hoses could be connected to these without opening the watertight doors. On the other hand, there were no corresponding arrangements for connecting electric cables.

d. The watertight doors and gates were marked with letters and numbers. The system for closing them was not known. The watertight doors and gates were made in the usual manner.

15. The cruisers were equipped with wooden decks. The officers' quarters had stuffed furniture and wooden tables. In the crews' quarters there were both wood and sheet metal furniture. The trim on the deck planking consisted of thin plate. On older ships, the insulation between the hull and the trim consisted of cork sheeting. This cork sheeting has now been changed and replaced with glass-wool sheets. There was no insulation in the form of sprayed asbestos. According to the observations, the change of the cork insulation was made on destroyers of the S class.

16. On destroyers of the S class, the forward shield on the command bridge has been extended with a plexiglass hood, which bent back toward the rear and extended somewhat astern. The back edge of the hood was open. Under the hood there was space for 4 or 5 men. On the forward side of the bridge shield, under the hood, were mounted a number of new instruments.

17. Generally a Soviet-manufactured welding rod, marked E-42, was used on welding jobs at the naval shipyard in Lepaya. It was said to be of poor quality. The core of the welding rod was often off-center and often had to be chipped a long time in order to remove the welding crust. The shipyard suffered from a lack of electrical welding equipment. During 1952 - 1953, there were only two Kjellberg and one Siemens units available; these previously numbered about 45. The equipment wore out very rapidly because of the poor care given it. Units were sent to a factory in the Kaliningrad area for repairs, but, after their return, they were generally completely destroyed. Every welding gang that worked on board a ship had a special man accompanying them. He was equipped with a chemical fire extinguisher. Hence, there were seldom fires due to carelessness in welding. Some years ago there had been a big fire on a transport ship, because of negligence in welding.